

Haswein, and Heila, entirely by the people themselves, and most of the 508
seventeen landing-grounds in the country are now in frequent use by the
Royal Air Force. It is interesting to note that many of these landing-grounds
were built on the initiative of the local people, and all the new ones were
voluntarily constructed by them at no expense to Government. The Sci'ar,
the Badawin 'Awamir in the north and one or two others have asked for landing-
grounds to be made so that they may be visited.

Hitherto communication with the Hadhramaut has been by irregular calls 509
of ships at Mukalla and Shihr, but now there is a weekly commercial air 205
service maintained by Arabian Airways from Aden to Mukalla and Seiyun. 206
There was previously no postal service but now there is a post office at Mukalla
and five postal agencies at the principal centres of Shihr, Tarim, Seiyun,
Shibam and Du'an. There was no wireless communication, but now there is
a commercial service with Mukalla and Government stations at Seiyun and Al
'Abr, and another in contemplation.

Remarkable as these improvements in communication are they do not yet 131
fulfil all the needs of the country, for it is over 60,000 square miles in extent 161
with a population of only about 300,000, of whom perhaps 50,000 dwell on 162
the coastal area and 100,000 in the comparatively fertile wadi lands of the
interior, while the rest are Badawin or scattered in more remote settlements
where the soil allows the production of a modest living. This wide area,
rather larger than England and Wales, has now been all seen, at any rate from
the air, though of course not all has been visited on the ground and there are
still wide and very desolate areas which have yet to be trodden.

The areas that offer most scope for development and on the development 311
of which the prosperity of the whole country must depend are, of course, the
coast and the Wadi Hadhramaut system itself. As in all tropical countries
agriculture must be the basis of the modest natural wealth of the country,
and the area that offers most scope is the Wadi Hadhramaut and its dependent
wadis, principally that part of the wadi between Henin and Qa'udha on the
west and As Som on the east, with the Wadis Du'an and Leisar, 'Amd, Bin
'Ali, Al 'Ain, Tarba, and 'Adim, running into it from the south. Generally
speaking little cultivation is attempted in the wadis from the north.

The outlook of the coast, dominated by Mukalla and Shihr, is chiefly 439
commercial and maritime. Those who do not depend on trade go down to 226
the sea either in the dhows or as fishermen, though there is a certain amount 241
of agriculture and the most important areas are Meifa and Ghail Ba Wazir.
From the development point of view the Hadhramaut is fortunate in possess- 182/
ing a balanced population and one that has shown itself enterprising in the
making of money abroad. It is the general belief of responsible local [67]
opinion that many of the 100,000 Hadhramis who live abroad will return,
now that there is security and the prospect of finding a living in a country
which, more than many peoples with the emigrating habit, they always
regard as home. In a balanced population there are classes which fit into
every phase of the cultural and economic structure of society, and the
obvious basis of development will do nothing to upset the existing structure
but simply give it extended scope. In areas inhabited only by tribesmen
development must be difficult and slow, for there are many occupations

COMMUNICATIONS

Hadhranaut MM2

EASTERN PROTECTORATE

The following roads exist :

	Miles	
Mukalla to Sai'un (East Road) . . .	180	491
" " Sai'un (West Road) . . .	200	494
" " Western Protectorate boundary	140	509
		205
" " Museina'a (near Mahra border)	80	206
Various branch roads	200	
	800 miles	

No licensing system has yet been introduced into the Eastern Protectorate States. The number of vehicles on the roads, including Residency and State owned, is approximately 170.

The main airport is at Riyan which is an R.A.F. station. Landing grounds exist at Qatn, Ghuraf, Gheil bin Yumein, Al Abr, and Asakir.

Aden Airways run a twice weekly service from Aden to Riyan with extensions to Qatn and Ghuraf in alternate weeks. The Ghuraf strip is also frequently used for private charter flights.

There are two post offices in the Eastern Protectorate, at one of which money order business is transacted. There are also 21 postal agencies.

Cable and Wireless Ltd. operate a telegraph service at Mukalla and Sai'un.

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ADEN AND THE INTERIOR

361 the sights of Aden is the tunnel, about 350 yards in length, which runs under the Mansūri hills and connects the town with the isthmus. *Tarāhi*, the port, lies immediately to the east of Steamer Point, and is practically a new and prosperous-looking town consisting largely of fair-sized stone houses, nearly all of which are double or treble storied. Here are good hotels, a police station, a court-house, a local post and telegraph office, military establishments of various kinds, a hospital, the offices of the great steamship companies, and the offices of the port authorities, and here also are situated the great coal wharves and the landing and other piers. On a conical hill about a quarter of a mile from the post office stands the station flagstaff, and near this the road crosses the spur on which the barracks are situated. After traversing a plain of about 500 yards in extent in a south-westerly direction, the road terminates on Ras Tarshin, the most westerly point of the peninsula, on which are built the Residency and the quarters of the officers of the Royal Artillery.

421 Aden has two hospitals and three dispensaries for the civilian part of the population. Separate military hospitals are maintained for the garrison. Until recently land in the Settlement was not sold : sites for building and gardens were granted in perpetuity, and sites for stacking coal and salt, for beaching boats, for ships, workshops, &c., were given on leases for a term of 99 years on payment of quit rent. Since 1911, land for building, agricultural, or other purposes is ordinarily to be granted on lease, but may be disposed of otherwise at the discretion of the Resident. Land on the fore-shore of the harbour can be granted only with the sanction of the Government and on such terms as it may prescribe in each case.

491 The roads in and around Aden are not good in general ; they are narrow with steep gradients, and though there is plenty of rock in

496 Aden, good stone for metalling purposes is difficult to obtain and there is but little soil for binding purposes. They are, therefore,

• 206 very gritty and easily crumble. Aden has no railways, but it is unrivalled for its telegraphic facilities with all parts : there are direct cables with Bombay, Zanzibar, Perim, and Suez, and indirectly therefore with all parts of the world. The telegraph station is on Ras Boradli.

361 2. Sheikh 'Othmān is a thriving and populous town, situated six miles north by west of Aden and two miles beyond the Aden troop lines at Khōr Maksar : it is reached by a broad carriage-road. The town contains several large caravanserais, some European houses, and some bungalows and gardens. There are about 15 wells of brackish water and of unlimited supply, some of which